

EXHIBIT B

ENVIRONMENTAL MITIGATION MONITORING PROGRAM FOR COUNTY PORTION

PROPOSED COUNTY PROJECT NOS 863011 and 864010
UNION VALLEY PARKWAY EXTENSION/INTERCHANGE PROJECT

The following environmental mitigation measures were incorporated into the Conditions of Approval for this project in order to mitigate identified environmental impacts to a level of insignificance. A completed and signed checklist for each mitigation measure indicates that this mitigation measure has been complied with and implemented, and fulfills the monitoring requirements with respect to Assembly Bill 3180 (Public Resources Code Section 21081.6).

ANIMAL SPECIES

Impact/reason for protective measure(s) – The following measures (1-5) are intended to minimize project impacts on non-special-status animal species that are known to use or potentially use habitats within the potential alignments.

1. **Minimization Measure 1** To avoid impacts to nesting special-status bird species, and other birds protected under the Migratory Bird Treaty Act and/or California Department of Fish and Game code, all initial ground-disturbing activities and tree removal would be limited to the period between September 1 and February 1. If initial project specific site disturbance, grading, and tree removal cannot be conducted during this time period, pre-construction surveys for active nests within the limits of the project would be conducted by a qualified biologist approved by the City two weeks before any construction activities. If no active nests are located, ground-disturbing/construction activities can proceed. If active nests are located, then all construction work must be conducted outside a non-disturbance buffer zone at a distance established by the City in consultation with the California Department of Fish and Game and depending upon the species. No direct disturbance to nests would occur until the adults and young are no longer reliant on the nest site as determined by the City-approved qualified biologist.

Responsibility of Prime Contractor with oversight by the Resident Engineer and Project Environmental Monitor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

2. **Minimization Measure 2** To avoid impacts to turkey vulture roosts (if present), preconstruction surveys for active roosts within the limits of the project would be conducted by a qualified biologist approved by the City before initiation of construction activities. If roost sites were located, they would be avoided wherever

possible and no more than two pieces of construction equipment would be used simultaneously within 100 feet of active roost sites. The trees and habitat structure lost due to development would be adequately mitigated through replacement of the oaks and eucalyptus (please see mitigation measures under Section 2.3.1, *Natural Communities*). Before maturation of the replacement trees, adequate alternative roosting sites are available throughout the project vicinity.

Responsibility of Prime Contractor with oversight by the Resident Engineer and Project Environmental Monitor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

3. **Minimization Measure 3** Avoidance and minimization efforts for the California legless lizard would require the City to retain a qualified biologist to conduct pre-construction surveys and monitor construction activities as follows:
 1. Raking surveys would be conducted on a weekly basis from February 1 through May 31 before the start of construction. These surveys would entail raking of leaf litter and sand under shrubs within suitable habitat in the area to be disturbed, to a minimum depth of eight inches.
 2. In addition to raking, "coverboards" would be used to capture California legless lizards. Coverboards should consist of untreated plywood at least 4 feet long by 4 feet wide. Coverboards would be placed flat on the ground at least six months before construction or from February 1 through May 31 and checked once a week. Captured lizards would be placed immediately into containers containing sand and kept at a constant cool temperature. Lizards would be released in designated relocation areas no more than one hour after capture.
 3. During all initial grading activities, a qualified biologist would be present in the study area to recover any California legless lizards that may be excavated/unearthed with native material. If the animals were in good health, they would be immediately relocated to the designated relocation area. If they are injured, the animals would be turned over to a specialist approved by the California Department of Fish and Game until they were in a condition to be released into the designated release area or deposited at an approved vertebrate museum.
 4. California Natural Diversity Database forms would be completed and sent to the California Department of Fish and Game for all California legless lizards observed during the project.

Responsibility of Prime Contractor with oversight by the Resident Engineer and

Project Environmental Monitor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

4. **Minimization Measure 4** Avoidance and minimization efforts would require the City to retain a qualified biologist, to monitor construction activities in habitat suitable for the coast horned lizard to ensure that impacts to this species are avoided or minimized:
 1. Before the initiation of construction, a survey would be conducted for the coast horned lizard. If construction activities are to take place within the activity period of the coast horned lizard (April to October), pre-construction visual surveys would be conducted weekly beginning two months before initial ground disturbing activities. All lizards found within the project footprint would be captured and released into designated relocation areas approved by the City and a qualified biologist.
 2. "Coverboards" would be used to capture coast horned lizards. Coverboards should consist of untreated plywood at least 4 feet long by 4 feet wide. Coverboards would be placed flat on the ground at least six months before construction or from 1 through May 31 and checked once a week. Captured lizards would be placed immediately into containers containing sand and kept at a constant cool temperature. Lizards would be released in designated relocation areas no more than one hour after capture.
 3. During all initial grading activities, a qualified biologist would be present in the study area to recover any coast horned lizard that may be excavated/unearthed with native material. If the animals are in good health, they would be immediately relocated to the designated relocation area. If they were injured, the animals would be turned over to a specialist approved by the California Department of Fish and Game until they were in a condition to be released into the designated release area or deposited at an approved vertebrate museum.
 4. California Natural Diversity Database forms would be completed and sent to the California Department of Fish and Game for all coast horned lizards observed during the project.

Responsibility of Prime Contractor with oversight by the Resident Engineer and Project Environmental Monitor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:
Remarks:

5. **Minimization Measure 5** To avoid the potential mortality of American badgers, no grading would occur within 50 feet of an active American badger den between March 1 and June 30 as determined by a qualified biologist approved by the City. Construction activities between July 1 and March 1 would comply with the following measures to avoid mortality of adult and/or young badgers:
 1. A qualified biologist approved by the City would conduct a survey for active American badger dens within the entire project area between 2 weeks and 4 weeks before the start of ground clearing or grading activity. The survey would cover the entire study area, but would focus on the areas where suitable American badger habitat occurs. A fiber optic scope or other non-invasive means would be used to assess the presence of badgers within dens that are too long to see to the end. Inactive dens would be collapsed by hand with a shovel to prevent badgers from re-using them during construction.
 2. Before grading, badgers would be discouraged from using currently active dens by partially blocking the entrance of the den with sticks, debris, and soil for 3 to 5 days. Access to the den would be incrementally blocked to a greater degree over this period. This would cause the badger to abandon the den site and move elsewhere. After badgers have stopped using active dens within the project study area, the dens would be hand-excavated with a shovel and collapsed to prevent re-use. A qualified biologist would be present during the initial ground-disturbing activity. If badger dens are found, all work would cease until the biologist can safely close the badger den. Once the badger dens have been closed, work in the project area may resume.

Responsibility of Prime Contractor with oversight by the Resident Engineer and Project Environmental Monitor.

Type: Project
Monitoring Dept.: Public Works Department
Shown on Plans:
Verified Implementation:
Remarks:

CONSTRUCTION

Construction Traffic

The following mitigation measure is required to minimize the disruption of traffic flows during construction and maintain safe conditions under any of the alignment scenarios.

1. **Minimization Measure 1** The City of Santa Maria would implement a Traffic Control and Parking Plan during all construction phases. This plan would implement the performance measures set out below to ensure adequate traffic flow and parking in

the area. The plan would include a detailed description of the measures, which would be required to be implemented during the construction phase and would be required to meet Caltrans standards. Construction personnel parking and staging areas would occur within the project area or other nearby developed properties. In no case would any construction activity (parking, staging, storage, grading, clearing, grubbing, etc.) be allowed to occur in previously undisturbed areas located outside the project area. The control measures would include detour signs and prescribed routes, construction personnel parking, staging areas, and emergency access, as well as the following:

1. Maintain specified number of travel lanes at key intersections during peak periods.
2. Develop a construction schedule to avoid construction during peak travel periods.
3. Implement appropriate work zone signing and delineation plan.
4. Use appropriate flagging procedures.
5. Provide for adequate and safe pedestrian and bicycle passage.

The City of Santa Maria would review and approve the Traffic Control and Parking Plan (in consultation with Caltrans) for consistency with the identified control and avoidance, minimization, and/or mitigation measures before initiation of construction. The City of Santa Maria or its designated representatives would conduct field verification and documentation of the implementation of the Traffic Control and Parking Plan.

Responsibility of Prime Contractor with oversight by the Resident Engineer.

Type: Project

Monitoring Dept.: Community Development and Public Works Departments

Shown on Plans:

Verified Implementation:

Remarks:

Construction Air Quality

Impact/reason for protective measure(s) – The following measure is intended to minimize the amount of PM₁₀ produced during construction of the project.

1. **Minimization Measure 1** Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 7-1/OF “Air Pollution Control” and Section 10 “Dust Control” require the contractor to comply with the Santa Barbara County Air Pollution Control District’s rules, ordinances, and regulations. Daily watering of all areas disturbed by construction activity, required by Caltrans

Standard Specifications, can reduce emissions of fugitive dust by 50 percent. Furthermore, implementation of the following measures from the Santa Barbara County Air Pollution Control District's "Scope and Content of Air Quality Sections in Environmental Documents" (January 2007) as appropriate, can further minimize emissions of dust generated by construction activities.

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the project area. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible.
- Minimize amount of disturbed area and reduce vehicle speeds in the project area to 15 miles per hour or less.
- Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than two days would be covered, kept moist, or treated with soil binders to prevent dust generation.
- Trucks transporting fill material to and from the project area would be tarped from the point of origin.
- After clearing, grading, earth moving, or excavation is completed, treat the disturbed area by watering, or revegetating, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.
- The contractor or builder would designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust outside the project area. Their duties would include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons would be provided to the Air Pollution Control District before issuance of grading permits.

Responsibility of Prime Contractor with oversight by the Resident Engineer.

Type: Project
Monitoring Dept.: Public Works Department
Shown on Plans:
Verified Implementation:
Remarks:

Construction Noise

Impact/reason for protective measure(s) – The following measure (1) is intended to minimize project construction noise impacts.

1. **Minimization Measure 1** A construction noise reduction plan would be prepared that includes the following requirements:
 1. Establish a procedure for noise complaints.
 2. Equip all equipment used in construction with the manufacturer's recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators.
 3. Use electrical power if electrical service is available within 150 feet to run air compressors and similar small power tools.
 4. Limit roadway extension construction activity to daytime hours of 7 a.m. to 5 p.m., Monday through Friday, and 8 a.m. to 5 p.m. on Saturdays, to minimize sleep disturbance and interference of speech, and reduce general annoyance. No roadway extension construction would occur on Sundays or federal holidays (such as Thanksgiving, Labor Day). Roadway extension construction equipment maintenance would be limited to the same hours. It should be noted that interchange construction would occur during evening and nighttime hours.
 5. Provide notification to home occupants adjacent to the project area at least 24 hours before initiation of construction activities that could substantially affect outdoor or indoor living areas. This notification would include the anticipated hours and duration of construction and a description of noise reduction measures, including construction equipment noise abatement measures and use of electrical power, where applicable.
 6. All stationary noise-generating construction equipment (such as air compressors and electric generators) would be required to be located as far as practical from nearby residences.

Responsibility of Prime Contractor and Resident Engineer.

Type: Project
Monitoring Dept.: Public Works Department
Shown on Plans:
Verified Implementation:
Remarks:

CULTURAL RESOURCES

Impact/reason for protective measure(s) – In the unlikely event that subsurface archaeological remains are encountered during construction, the following measures (1-2) are intended to minimize impacts on significant cultural resources.

1. **Minimization Measure 1** If artifacts are discovered during excavation, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find.

Responsibility of Project Cultural Specialist and Prime Contractor with oversight by the Resident Engineer.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

2. **Minimization Measure 2** If human remains are discovered, State Health and Safety Code Section 7050.5 states that disturbances and activities would cease. The County Coroner would be notified of the find immediately so that he/she may ascertain the origin. Pursuant to Public Resources Code Section 5097.98 if the remains are thought to be Native American, then the coroner would notify the Native American Heritage Commission who would then notify the Most Likely Descendent. At this time, the person who discovered the remains would contact the Caltrans District 5 Central Coast Environmental Management Branch so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

Responsibility of Project Cultural Specialist and Prime Contractor with oversight by the Resident Engineer.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

HAZARDOUS WASTE MATERIALS

Impact/reason for protective measure(s) – The following measures (1-2) are intended to minimize impacts related to exposure of persons to health hazards associated with identified oil wells, a sand-tar mixture, and improperly disposed agricultural piping along or in the immediate vicinity of the study area.

1. **Minimization Measure 1** If during construction/grading activities the contractor discovers unknown waste or debris believed to involve hazardous waste and/or materials, the contractor would immediately stop work in the vicinity of the suspected contaminant, remove workers and the public from the area, and contact the City of Santa Maria Construction Engineer. If hazardous materials (including contaminated

soil or groundwater) are uncovered during construction activities, all materials found would be removed, handled, and disposed of in accordance with state and federal regulations. All hazardous materials involvement would be coordinated with the appropriate federal, state, and local regulatory agencies.

Responsibility of Project Hazardous Materials Specialist and Prime Contractor with oversight by the Resident Engineer.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

2. **Minimization Measure 2** Before the initiation of construction activities in the identified area of the sand-tar mixture, several soil samples would be taken from beneath the material by a qualified professional to discern if hydrocarbons have affected the soil beneath the tank bottoms and identify the extent of contamination. The contract would include a bid quantity of material to be removed. The initial quantity would be bid on a per-cubic-yard basis with a specified method of measurement and method of payment. The quantity of contamination would be identified with final construction plans. Final payment would be based on actual quantities encountered and removed. If concentrations of hydrocarbons above health hazard threshold levels are not detected in the underlying soil, the tank bottoms would be removed from the project area and disposed of in accordance with state and federal regulations. If hazardous concentrations of hydrocarbons above health hazard threshold levels are detected in the underlying soil, the tank bottoms would be removed and disposed of in accordance with state and federal regulations, and the area would be cleaned up in accordance with applicable local, state, and federal requirements. This requirement, including the need for soils testing and remediation if necessary before initiation of construction activities, would be noted in the construction contract for the potentially affected portion of the project.

Responsibility of Project Hazardous Materials Specialist and Prime Contractor with oversight by the Resident Engineer.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

INVASIVE SPECIES

Impact/reason for protective measure(s) – The following measure (1) is intended to minimize project impacts by invasive species on the build alternatives.

1. **Minimization Measure 1** Exotic and invasive weeds would be removed during clearing and grubbing and disposed of in an appropriate manner for the species. In areas where exotic and invasive weeds are the dominant plants, the topsoil from those areas would not be reused onsite in areas with sensitive plant communities or special-status plants. The project Biologist and the Resident Engineer would identify those areas in the field before construction. Erosion control included in the project would not use species on the California list of noxious weeds. Landscape plans would be reviewed by a qualified biologist to ensure the use of native plants or non-native plants that do not occur on the California Exotic Pest Plant Council and the California Invasive Plant Council Lists 1, 2, and 4. Plants considered to be invasive by the California Exotic Pest Plant Council and the California Invasive Plant Council would not be used onsite. After revegetation in areas with native vegetation, sites would be monitored for weeds during the contract period set up for plant establishment.

Responsibility of – Prime Contractor with oversight by the Resident Engineer and Project Environmental Monitor.

Type: Project
Monitoring Dept.: Public Works Department
Shown on Plans:
Verified Implementation:
Remarks:

NATURAL COMMUNITIES

Impact/reason for protective measure – The following measures (1-2) are intended to minimize project impacts on the habitat of common and special-status plant and wildlife species.

1. **Minimization Measure 1** Before approval of any grading plan for the project, a City-approved biologist or arborist would prepare a tree protection, replacement, and monitoring program that ensures compliance with the City's Municipal Code 12-44 as it pertains to tree replacement ratios, as follows: 1) 2:1 (number of trees planted:number of trees removed) for trees six to eight inches in diameter (as measured at 4 ½ feet above the ground); 2) 4:1 for trees nine to 12 inches in diameter; and 3) 6:1 for trees greater than 12 inches in diameter. In addition, the plan would include compensatory mitigation for eucalyptus habitats at a 2:1 ratio (habitat area created:habitat area lost). Requirements for the tree protection plan would include, but not be limited to the protection of trees with construction setbacks from trees; construction fencing around trees; and grading limits around the base of trees as required. The tree replacement plan would include identification of restoration areas, strategies, an implementation schedule, irrigation design plan, long-term monitoring methods, success criteria, methods to assess whether success criteria have been met, and contingency plans for meeting success criteria. The program would be monitored for five years, and monitoring reports that evaluate tree survivability, health, and vigor would be submitted to the City annually. All trees

planted as mitigation would have an 80 percent survival rate after five years. A conservation easement would be placed upon the mitigation area to protect it in perpetuity.

Responsibility of Project Environmental Monitor.

Type: Project
Monitoring Dept.: Planning Department
Shown on Plans:
Verified Implementation:
Remarks:

2. **Minimization Measure 2** The project proponent would compensate for the loss of central dune scrub habitat through the creation or enhancement of this habitat at a location outside the project area at a mitigation ratio of 2:1.

Responsibility of Project Environmental Monitor.

Type: Project
Monitoring Dept.: Planning Department
Shown on Plans:
Verified Implementation:
Remarks:

UTILITIES

Impact/reason for protective measure(s) – The following measure (1) is intended to minimize potential effects related to effects on oil and gas lines.

1. **Minimization Measure 1** – Construction plans would be submitted to Greka Energy and/or Union Oil for review and comment for grading or excavation proposed within 25 feet of known oil or gas lines. In addition, to identify and avoid all known subsurface lines, Underground Service Alert would be consulted immediately before construction. A private utility locator service and/or individual private property owners would be consulted immediately before construction if excavation were scheduled to occur on private property.

Responsibility of Project Hazardous Materials Specialist and Prime Contractor.

Type: Project
Monitoring Dept.: Public Works Department
Shown on Plans:
Verified Implementation:
Remarks:

VISUAL/AESTHETICS

Impact/reason for protective measure(s) – The following measure is intended to minimize potential visual effects related to the alteration of public views.

1. **Minimization Measure 1** To minimize visual character and compatibility effects, where landforms are modified during construction, recontouring of landmasses would provide a smooth and gradual transition between modified landforms and existing grades.

Responsibility of Project Geotechnical Engineer and Prime Contractor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

Impact/reason for protective measure(s) – The following measure is intended to minimize potential visual effects related to the introduction of additional light and glare.

2. **Minimization Measure 2** Street lights would be hooded and directed to project area roadways to avoid light and glare impacts to residences, aviation, and nearby habitat areas. Roadway lighting would be minimized to the extent possible, and would not exceed the minimum height requirements of the local jurisdiction in which the lighting is located.

Responsibility of Project Design Engineer and Prime Contractor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

WATER QUALITY AND STORM WATER RUNOFF

Impact/reason for protective measure(s) – The following Best Management Practices (1-2) and minimization measures (1-3) are intended to minimize impacts related to water quality reductions in offsite drainage channels.

1. **Best Management Practice Measure 1** The build alternatives would be designed to convey roadway runoff to several proposed bioswales. A bioswale is a wide, shallow depression in the ground with dense vegetation to filter storm water runoff. For both short-term and long-term water quality impacts, temporary as well as permanent Best Management Practices would be identified during final design when sufficient engineering details are available to warrant competent analysis.

During the construction phase, adherence to the Caltrans Standard Specifications and the Special Provisions (written for this particular project) would be required to control storm water pollution. Waste material removed from the construction area would be disposed of in accordance with the Standard Specifications listed in the California Administrative Code. Erosion control would require that no siltation from the construction area be allowed to enter the flood control channels or drainage system. Any impacts would be temporary, local, and limited to construction areas.

Responsibility of Prime Contractor with oversight by the Resident Engineer.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

2. **Best Management Practice Measure 2** Because the Preferred Alignment would disturb more than one acre of surface area, it falls under a statewide permit issued to Caltrans under the National Pollutant Discharge Elimination System and regulated by the Regional Water Quality Control Board. To comply with the National Pollutant Discharge Elimination System permit, Caltrans must file a Notice of Construction with the Regional Water Quality Control Board. The National Pollutant Discharge Elimination System permit and the Standard Specifications require the development of a Storm Water Pollution Prevention Plan by the contractor before construction. The construction contractor must adhere strictly to the provisions of the Standard Specifications, the Special Provisions, and the Storm Water Pollution Prevention Plan. There are no natural drainages within the limits of the build alternatives, however man-made drainage facilities are included in the design of the roadway, and Best Management Practices to protect surface water quality would be applied. If needed, erosion control measures would also be implemented in compliance with the National Pollutant Discharge Elimination System permit requirements.

Responsibility of Prime Contractor with oversight by the Resident Engineer; District Storm Water Coordinator.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

1. **Minimization Measure 1** Final project design would include a storm water control and filtering system along the length of the roadway to capture and treat all first flush runoff from the roadway before discharge to drainage channels outside the project area.

Responsibility of Project Design Engineer and Prime Contractor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

2. **Minimization Measure 2** A maintenance program for the storm water control and filtering system would be developed in accordance with the California Department of Transportation Best Management Practices handbook to eliminate the potential for odor problems and provision of mosquito habitat, and to prevent clogging. Best Management Practices may include a combination of the following: biofiltration strips and swales; infiltration devices; detention devices; traction sand traps; dry weather flow diversion; gross solids removal devices; media filters; multi-chamber treatment train; and wet basins.

Responsibility of – Utilities Engineer.

Type: Project

Monitoring Dept.: Utilities Department

Shown on Plans:

Verified Implementation:

Remarks:

3. **Minimization Measure 3** The City and Caltrans would limit the use of pesticides, herbicides, and inorganic fertilizers applied to roadway landscaping or weed abatement to those quantities necessary to treat specific problems.

Responsibility of – Prime Contractor and Project Environmental Monitor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks:

WETLANDS AND OTHER WATERS

Impact/reason for protective measure(s) – The following measure is intended to minimize permanent project impacts on wetland habitat.

1. **Minimization Measure 1** The project proponent would compensate for the habitat loss or disturbance of identified Cowardin classified wetlands and Corps jurisdictional areas at a ratio of 2:1 for wetland areas permanently and temporarily affected. The mitigation would consist of wetland creation and enhancement. For complete details of the wetland mitigation plan, see *Wetland Mitigation Plan; Union Valley Parkway Extension Project* in Attachment D of the Natural Environment Study. In addition, the project proponent would demonstrate compliance with Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers and Section 401 of the Clean Water Act from the Regional Water Quality Control Board for any grading or fill activity within wetlands or other Waters of the U.S.

Responsibility of Design Engineer, Project Biologist, and Project Environmental Monitor.

Type: Project

Monitoring Dept.: Public Works Department

Shown on Plans:

Verified Implementation:

Remarks: